

VOL. VII. NUMBER 319

Forecast—Fine and Mild.

EDMONTON, ALBERTA, WEDNESDAY, MARCH, 2, 1910.

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## A. & G. W. RAILWAY DEAL DEBATE CONTINUED IN THE LEGISLATURE

Eleven Speeches Contributed to Pro-  
tracted Discussion Which Was  
Adjourned at Midnight to be  
Resumed Today.

HON. W. H. CUSHING TO AGAIN  
SPEAK ON THE AMENDMENT

Hon. Mr. Cross' Address of Upwards  
of Two Hours Last Night Was  
the Feature of the Debate  
Yesterday.

Attorney-General Took Up the Question  
and Declined to Answer the Motion of  
Agreement and Dealt With That  
One by One—Hon. Duncan Marshall  
and Hon. Bennett Expected to Speak  
Today.

The debate on the Alberta and Great  
Waterways railway contract occupied  
the attention of the legislature all yes-  
terday, and the session was adjourned at  
the evening session. There was the  
same intense interest as on previous  
days and the debate was as long as  
the session. In the afternoon and evening  
it was impossible for the general  
public to gain admittance to the crowd-  
ed hall.

It is expected that the conclusion  
of the debate on Mr. Wood's amend-  
ment will be reached when the House  
voted taken before the House adjourned.  
R. H. Bennett intimated last night that  
he would be following in all probability  
by Hon. Duncan Marshall. The  
opposition, however, expected that  
the House would speak his bill in the  
drawing card of the pack when  
the adjournment was anticipated when  
they join issue.

The big feature of the discussion yesterday  
was the two hours' debate during  
which Mr. Cross spoke to the critics and  
questioned and answered the pack  
for his bill. Mr. Cross took up the  
ments that he had been urged against the  
A. & G. W. railway company and  
gave an exposition of the arguments  
in the public law and in the  
opposition's case. At least two of the  
members who spoke in the afternoon  
expressed themselves as convinced last night that Mr. Cross  
had made out a strong case.

The speakers of the day, Mr. M. O'Brien, Mr. McTavish, Mr. Mc-  
Kenzie (Red Deer), Mr. E. M. Mc-  
Cormick (Red Deer), Mr. E. M.  
Cormier (Edmonton), Mr. E. M.  
Cormier (Red Deer), Mr. Stewart  
Sedgwick, Hon. C. W. C. Holden  
(Vegreville), Dr. C. W. Polson  
(Edmonton), A. J. M. Smith  
(High River), Hon. W. H. Cushing moved the adjournment of  
the debate.

### The Socialist Member.

C. M. O'Brien, Rocky Mountain,  
said he had been listening to the dis-  
cussion and was surprised with the  
good deal of forbearance as the hon-  
orable junior member for Calgary  
(Red Deer) who was present.

This proposition of the A. & G. W.  
railway company had been squared  
away with the different parties  
as far as he could see it had  
up to the present the company,  
the employees of the company, the  
voters had not gotten the worse  
of the deal. The discussion had  
wandered all over the north from  
voting rights to the new ports to  
a good time at New York.

Representing as he did a political  
party which was entirely different  
from any other party, he felt it his  
duty to define his position. He was  
one of the most ardent supporters of  
the party of Canada and as such was  
entitled to consider its principles as  
had been promulgated from time  
time.

Mr. O'Brien started out with the  
statement that he propounded to the  
heads of all civilization, stated that  
his party had incorporated into their  
platform the transformation of  
the Canadian property in common  
for all the people. This being his  
policy, his party were to be  
represented in the House in  
so far as their economic principles  
were concerned.

**Order Raised.**  
J. W. Wolfe and McLean, Mc-  
Kenzie at this stage both rose to a point  
of order to say that the debate  
was diverging too far from the  
question before the House.

Hon. C. W. C. Holden and J. H. B. Rorie  
suggested that he might be leading us  
to the question under discussion.

Continuing, he said that he  
was a stickler on rules of order  
and consequently was somewhat at  
sea. Some other members had  
said that he was reliable, he might say that he was a Methodist,  
and they were considered about as  
trustworthy as any man he might  
have known. (Laughter.)

In order to discuss the question  
he had to make the members understand what he meant  
when referring to capital and labor.  
In this connection he said he  
had no brain, reliable as he might  
be, he might say that he was a Methodist,  
and they were considered about as  
trustworthy as any man he might  
have known. (Laughter.)

He had no personal ill feeling for

the King, the government, or his cabinet  
or any members of his cabinet  
and sincerely wished such to be referred  
to them simply as the representatives

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address must give old as well as new

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C. F. HAYES,

Business Manager.

WEDNESDAY, MARCH 2, 1910.

## TAKE UP THE OFFER.

It is now admitted that the contract with the Alberta and Great Waterways Company is final and unchangeable

says by the free consent of the company. Be the conditions what they may, it is to be agreed to, and according to the lawyers there is no

any cause for repudiating it unless the Company fail to fulfil their part of it.

The reduction introduced

by Mr. Boyle calling for the expatriation

of the Company and to take

ever of the property by the Province has

been withdrawn, and a

straight motion of want of confidence

submitted by Mr. Riley, of Gleichen

Teaching this motion there is only one

course, however, to take, and that is to

move the House so that

the bargain is presented and explained

to them is not one which they can

be willing to try to justify before

their constituents. Nor are any of

these gentlemen less Liberals than

they were against the bill.

The bill, however, is not an

action of monopoly. It does not con-

sist in the blind following of any gov-

ernment. Nor are they any more

of the party. Government on this

matter are not leaders, nor insurgents,

nor revolutionaries, nor rebels, nor trait-

ers. They are Liberals, have been

Liberals and will continue to be Lib-

erals. The members are not a monu-

ment to Liberalism, but a monument

to Liberalism, not away from Liberal-

ism, believing as they claim to be-

true, these men did not speak as

they are speaking and vote as they

declare they will. They could not

be Liberals, whatever they could

think, and out of mind, and who

ever may essay to read out of the

party men who for the moment happen

to disagree with him, surely respecting

the cardinal tenet of the faith is the

freeses to hold the Liberal Party in

opposition. Government on this

matter are not leaders, nor insur-

gents, nor revolutionaries, nor rebels,

nor traitors.

The Government is open to some

criticism for having signed, sealed and

delivered the agreement, and for ad-

mitting it to the Legislature for ratifi-

cation. It is true they gave the Com-

pany no more concessions than they

were empowered to give them by the

old Legislature. But members of their

representatives declare their re-

sponsibility did not extend to the

entered in the sets of what they were

the maximum concessions which were

not to be exceeded under any condi-

tions, and were not concessions which

they were given by the Province, a sum of

\$10,000 of capital paid up. At least it

should be required that every dollar

advanced by the Company for building

railway should go to railway. Not

so, however, as to let 25 to build a

a mud-brick road for the taking of

the 20,000 miles of road.

And if the line can be

built with 350 the line should be

reduced by that amount.

On these points the

Committee of the railway committee

that \$20,000 per mile was the most

that would be guaranteed for any

mile of the railway, but that this sum

would not be granted as a flat rate

over the entire length of the line, but

that the amount would be

as the cost of the

construction of the

and the amount of the

and the amount







